of the first part as shown in Fig. 2.

Claim 25 has also been amended with regard to the relationship of the reference shaft to the first and second parts. One arrangement is described with the reference shaft fixed to the first part and extending into the second part toward the power takeoff side. This arrangement is shown in present Fig. 6 where the first part is shown by reference 4 in the amended drawings, and the reference shaft by reference 15. Reference shaft 15 is fixed to first part 4 at the top, and extends into the second part 3 toward the power takeoff side of the second part 3, which is the bottom of Fig. 6.

Claim 25 also sets forth a second arrangement where the reference shaft is fixed to the second part and extends into the first part towards the first side of the first part. This arrangement is shown in present Fig. 1, where the reference shaft 15 extends through the first part 4 towards the first side 4b of the first part 4. In this embodiment, the reference shaft 15 is fixed to the second part 3.

Applicant notes that the first and second arrangement of the reference shaft 15 provides the same function, which is to be able to provide a sensor that can measure the rotational differences between the first and second parts, especially when the incoming drive shaft is rotated in order to rotate the second part. These two different arrangements are possible, since a position sensor measures a relative position. The position sensor does not care if the inner shaft or outer housing is rotating, but only the relative rotation between an inner shaft and a housing. Therefore the inner shaft of a position sensor can be connected to the second part through a reference shaft 15, and the housing of the position sensor can be connected to the

housing or the first part 4, as shown in Fig. 1. In the alternative arrangement, the housing of the position sensor can be connected to the second part 3, and the inner shaft of the position sensor connected to the first part 4 through reference shaft 15, as shown in Fig. 6. Applicant notes that Figs. 1 and 6 do not show the position sensor, however a person of ordinary skill in the art would understand that the position sensor could be connected as described above in Figs. 1 and 6.

The specification and drawings have been amended to better show the relationship between the first part 4 and the second part 3. The specification and drawings, especially Figs. 7 - 9, now better correspond to each other.

If the Examiner has any comments or suggestions which would further favorable prosecution of this application, the Examiner is invited to contact Applicant's representative by telephone to discuss possible changes.

At this time Applicant respectfully requests reconsideration of this application, and based on the above amendments and remarks, respectfully solicits allowance of this application.

Respectfully submitted
for Applicant,

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MARKED-UP PARAGRAPH FROM THE SPECIFICATION

Fig. 9 shows a gear 1 with a gear shaft 3 mounted by means of bearings 5 in a gearbox 4. For driving the gear shaft 3 is provided a drive motor 6 arranged eccentrically on the gearbox 4 with respect to its rotation axis 2 with a gearwheel 8 located on a drive shaft 7 traversing the gearbox 4 and which meshes with a gearwheel 9 connected in non-rotary manner to the gear shaft 3. For determining and monitoring the rotation angle of the gear shaft 3 with respect to the e.g. stationary gearbox 4, there is once again a sensor device 10 positioned coaxially to the rotation axis 2 and which is constructed in the same way as sensor device 10 in ~~f~~Figs. 7 and 8 and which determines the rotation angle between the stub shaft 12 guided in the receptacle 3 and the latter. As can be gathered from the drawing, the sensor device 10 integrated into the gear 1 is in this case, for space reasons, located in the vicinity of the face ~~4b~~3b of the gear shaft 3 remote from the gearbox 4. By means of a sleeve 14, the receptacle 13 of the sensor device 10 is fixed in non-rotary manner on the gear shaft 3, whereas the stub shaft 12 by means of coupling 11 is connected with a shaft 15 of the gearbox 4 traversing the gear shaft 3 to its side 3b remote from the gear ~~shaft 3~~box 4.

MARKED-UP VERSION OF THE CLAIMS

25. (~~New~~Amended) A gear arrangement comprising:

a first part having a first side and a second side diametrically opposite each other, said first side being a power take off side of said first part;

a drive shaft rotatably connected to ~~said first part at said first side of~~ said first part;

a second part rotatably connected to said first part at said second side of said first part, said second part being operatively connected to said drive shaft, said second side~~part~~ having a power take off side arranged diametrically opposite said first part;

a reference shaft arranged in one of a first arrangement with said reference shaft fixed in non-rotary manner to said first part and extending ~~through~~at least into said second part ~~to~~toward said power take off side of said second part, or a second arrangement with said reference shaft fixed in non-rotary manner to said second part and extending at least into said first part toward said first side of said first part.

26. (~~New~~Amended) An arrangement in accordance with claim 25, wherein:

said power take off side of said second part is accessible and connectable to an additional part to move the additional part due to rotation of said second part;

said drive shaft is rotatably connected to said first part at said first side of said first part;

said reference shaft extends through said second part in said first arrangement;

said reference shaft extends through said first part in said second arrangement.